



Below are answers to some frequently asked questions about the closure of Highway 1 at Devil's Slide.

*Where can I get detour information for bicyclists?*

<http://adventurecycling.org/index.cfm> has a lot of information for cyclists. Detour route information may be found at the following page:

<http://adventurecycling.org/routes/addenda2.cfm?id=203820204&rt=Pacific%20Coast>

*I am planning a bike ride from San Francisco to Santa Cruz. Can I ride my bike across Devil's Slide?*

Highway 1 between Pacifica and Montara is closed to vehicles, bicyclists and pedestrians. The current estimate of when the road will open is late September. If you cannot get your question answered at the [adventurecycling.org](http://adventurecycling.org) web site above, please contact Julian Carroll (510) 286-5598; [julian\\_carroll@dot.ca.gov](mailto:julian_carroll@dot.ca.gov).

*Why can't the road be leveled, paved over and reopened?*

There is very little material under the failed roadway. If we don't attempt to stabilize this material, there is a high risk of total catastrophic collapse and lives could be lost. Caltrans will not take this risk. If we lose the material under the failed section of roadway, the result would be permanent closure.

*Could one lane be open to traffic while repairs are being done?*

The photograph below shows the types of heavy construction equipment required for the repair. While equipment like this is on site there is not enough room to open one lane to traffic. As work progresses through different phases, all opportunities to reduce congestion on Highways 1 and 92 will be explored.



*How long will the repair last?*

There is no way to predict how long it will be before there is another slide. How long the repair lasts depends on natural forces and how much rain we get over the next few winters. The last repair in 1995 lasted for almost eleven years. Some of the people responsible for the 1995 repair were involved in the design of this repair. Caltrans estimates that this repair will last at least until the by pass tunnels are open in 2011. However, District Director Bijan Sartipi has stated that, at Devil's Slide, Mother Nature will always have the upper hand.

*Why can't we open Old San Pedro Road?*

It is not fit for driving. It cannot handle cars safely especially a large amount of traffic. The road is in disrepair and should not be traveled.

*Why isn't there a third lane for carpools and public transit?*

There is not enough room for a third lane on highway one for the entire route between Montara and Half Moon Bay. This would cause even more traffic when the third lane would be lost at certain points thus creating another location for a bottleneck. In addition to this, this would make it even harder for emergency vehicles to make it on to the scene in the case of an emergency or traffic accident.

*Why can't Highway 92 be one-way east in the morning and one-way west in the evening?*

There is too much traffic going the other way during those times and those coming to the coast at that time would have to be re-routed over Highway 84 which would take quite a bit longer and thus hurt business on the coast in the mornings. This would also prevent children living in the skyline area from getting to school in the mornings, as they would be going against the traffic.

*Why aren't there more buses?*

SamTrans has increased its bus service on the Coastsides to better serve more people, but the agency is severely constrained financially in terms of how much service it can add, particularly in dispatching more buses and bus operators to the region. Beyond that, it is not clear from current and previous customer patterns that large numbers of commuters would opt to ride the bus. Buses get stuck in the same traffic as automobiles, which means there is not enough of a time-savings for commuters to feel that riding the bus is a viable alternative. Even if commuters did get on the bus on the Coastsides, once they are on the other side of the mountain, they face the problem of getting to their jobs without an automobile. While there is an extensive network of bus, Caltrain and BART service, there is no centralized transit hub or employment center that would make it easy for commuters to go to their jobs, as is the case in San Francisco.

*Why don't the law enforcement folks get out of their cars and manually operate the signals?*

Law enforcement officials would not make much of a difference in the traffic. There are just too many cars on the road at this point. The signals are timed by Caltrans for maximum efficiency and putting officers in the road at this point would only hinder traffic and could cause increased anger (i.e. somebody didn't get through an intersection and now a person can be blamed).

*Can we stop truck traffic?*

No. Basically to stop truck traffic would greatly hinder business on the coast and to stop it during rush hour would not make much of a difference as they are stuck in the traffic as well. Just because one cannot see around them does not mean they are causing the traffic. This is governed by the California Vehicle Code and any change of truck routes would require legislature approval.

*What alternatives to driving are available?*

SAMTRANS is offering bus service to and from the coastside. This schedule and route can be accessed at [www.samtrans.com](http://www.samtrans.com). In addition to buses there is Park & Ride. There is a lot at the Albertson's in Half Moon Bay and a new one at the Pillar Point Harbor Parking Lot. There are incentives to carpooling including free gas cards and information can be found at [www.511.org](http://www.511.org).

*What other routes are there now that Highway 1 is closed?*

Alternate routes coming from the south on Highway 1 are Highways 92 and Highway 84. Take either of these to Interstate 280 North to Pacifica and rejoin Highway 1 there.

*Traffic seemed better when local schools were on spring break, when do they get out for the summer?*

Cabrillo Unified School District ends its semester on June 16<sup>th</sup>.

*Is the repair of the slide having any affect on the building of the tunnel and its completion date?*

No, the tunnel and the repair are completely separate projects with separate contractors and workers. The tunnel is still expected to be completed on time in 2011.